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HONK HONK NEWS

Glidden Pilot Car to Be Equipped With Wireless.

Many Miles From Telegraph Stations at Times.

WILL SEND 500 MILES.

Rules Are Out Governing Management of Entire Tour.

Other Items of Interest in Auto Circles.

Wireless telegraph messages sent from a moving car are to be a feature of the Glidden tour this year. The Chalmers Motor company has arranged to have cars equipped with a complete wireless outfit. The car will be rigged with apparatus for sending and receiving messages from a distance of 400 miles.

This year's event, like that of 1909, is to extend through a territory where towns and telegraph stations are far apart. A wireless telegraph car would have proved valuable last year in several instances. On one occasion a contesting car did not report at a night control. No one had any idea what had happened until the following morning. Messages from a wireless car could be sent at any point along the route and would be of great assistance both in the conduct of the tour and to the press representatives.

Help Newspaper Men.
That unusual happenings may be more speedily reported the wireless car is to be placed at the disposal of the newspaper men on the tour.

Another annoying feature was that in several small places telegraph stations were closed at 6 o'clock at night and it was difficult to get the wires after dark. With the wireless car in working order, the wires can be tapped at any minute. In this way news of the Glidden tour this year will be obtainable at any hour of the day or night.

Follows Pilot Car.

The wireless car is to follow the pilot car every morning. It will then drop back to the last car of the route during the day, bringing up the rear at night. Those desiring to send a message would experience little or no delay, whereas if it were necessary to wait until a town was reached hours of delay would result.

The Glidden tour will traverse sections of the country where the telephone is still a rarity. Telegraph stations will also be far apart, as the tour progresses. The wireless car should be a welcome sight to the tourer desiring to reach friends at points where there is neither telegraph or telephone.

The rules which are to govern the 1910 national reliability tour of the American Automobile association for Glidden and Chicago trophies, have been sent to all automobile manufacturers. This is the first time in the history of the famous Glidden tour that the rules have been issued in a separate form, and far enough in advance of the start of the tour to permit prospective entrants to study them in detail and make their preparations for the contest.

There are two trophy awards this year; the Glidden trophy and the Chicago trophy.

Must Be Members of A. A. A.
Every entrant must be a member of the American Automobile association or one of its affiliated clubs. Each car must carry, constantly, its full equipment as catalogued by its maker. Considerable additional equipment is permitted under the rules, including tire inflating tanks or pumps. Cars in the Glidden division must carry four or more passengers, and cars in the Chicago trophy class must carry two or more persons.

The contest board reserves the right to refuse any entry. Entrants will receive their official numbers in the order in which entries are received by the contest board. These numbers must be plainly displayed on each side of the hood, on the radiator and, if possible, on the rear of the body. Every entrant must nominate an observer, who will be assigned to ride on a different car each day during the tour. Fraud in the evasion of the "stock-car" position, as set forth in the rules of

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We have the best equipped shop in the west at 219 East 4th st. Topeka, Kan.

the contest board, will disqualify entrant, driver and observer. Special tool bags will be furnished by the board and all tools used must be carried in these bags (except tire tools).

Extra Parts Sealed.
An inventory of all extra parts carried by a car must be furnished prior to the start. They will be sealed and checked by the technical committee in charge. Any number of tires, rims or chains may be carried without penalty. There will be no penalty for tire repairs, providing the engine is kept running while such repairs are being made. Time consumed in repairing and replacing tires is to be added to the day's running time.

Before the tour starts the cars will be inspected in the presence of the entrant or his designated representative by the technical committee, which will furnish the entrants cards, upon which will be noted the condition of the car. This is done to avoid any possible subsequent dispute. Time will be allowed for the proper lubrication of cars, filling of gasoline and water tanks, each noon and night, and drivers may be changed as frequently as desired.

A pacemaker will precede the cars each day and any contestant passing him will be disqualified. Should the pacemaker car be disabled the pacemaker transfers his flag to the first car overtaking him.

Cars Guarded at Night.
The referee will establish such checking stations as are necessary to prevent speeding. Each night the contesting cars will be parked under guard, and no adjustments or repairs can be made until they are checked out the following morning. At only the "noon" and "night" controls can the cars check in ahead of time.

Observers must note everything which happens in connection with the cars; the length of time of each stop; the time the engine is stopped; what work is done, and the number of persons working on the car, tools used, etc. They must also keep an eye on other cars, and report each night their observations. The referee may suspend observers for violations of the very strict rules which govern their actions. Any entrant arrested for speeding may be disqualified by the referee. If a car is fired a team may be employed to pull it out but the time consumed, together with other details, must be reported by the observer.

All the contestants start with a clean score and any discontinuing as contestants before the tour ends, will be penalized 1,000 points in addition to other penalties incurred by them up to that time. Three minutes' leeway will be given at all checking stations and controls. Work done on a car by its driver or passengers is penalized one point per person per minute; if outsiders are employed, two points per minute for each worker. Where driver or passengers make replacements the penalty is two points per worker per minute. If outsiders are employed in making replacements the penalty is four points per worker per minute.

AUTOMOBILE NOTES.

Mr. Haskins of 723 Taylor street has a new E. M. F. "30," purchased Wednesday.

L. W. Thompson of Ridge street purchased a model T Ford. At a meeting of the Automobile club last Monday night a new interest was taken in the Topeka motor world. The action of Commissioner W. G. Tandy and his effort to take the bumps out of the streets that are so dangerous to autos was commended. President G. W. Crane and Secretary J. M. Padgett stepped out of office and were replaced by G. W. Stansfield as president; W. W. Webb as vice president and Chester Woodward as secretary. The other members of the board of directors are Dr. Keith, Dr. Hogeboom, Ed Arnold and Dr. Scholle. There are now 115 members in the club and about 470 automobile owners in Topeka. Their new board is very energetic and will make an effort to increase the membership at one dollar a year. With a large membership, the club would have an influence in obtaining ordinances in their favor.

(Continued on Page Eleven.)

Using the White Steamer does away with over half the automobile accidents

Read this item, taken from the latest issue of the "Motor World:"

"Back Kicks" Cause Most Accidents

"Kicking motors stand forth conspicuously as a source of anxiety to automobile casualty and insurance companies, as well as of anguish to the motorists who are so unfortunate as to encounter them. Two hundred and thirty-five kicks cost one company of this class nearly \$20,000 last year, according to the annual report for 1909 which has just been issued."

—Motor World, April 14, 1910

There Is No Cranking, Consequently No Back-Kicks with the White Steamer

The White Steamer is less than half as dangerous as gasoline cars. And the White Steamer never leaves you stalled with a dead engine in front of a railroad train or a street car.

The White Garage

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"COLE 30"

A Car with absolute accuracy of workmanship, containing every feature which has been proven the best for its purpose by the most expert practice in the highest-priced cars. This car won for itself not undue fame by the place it has taken in recent contests. Ask a Cole owner.

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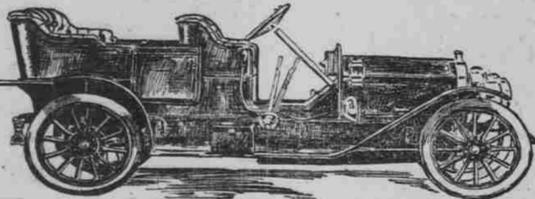
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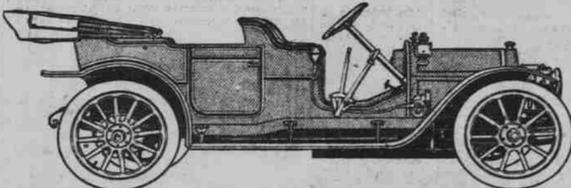
Car is one of simplicity, power and beauty: simple, because it is mechanically correct. Powerful, because it has the size. Beautiful because of its form of build.

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The Chalmers 30, the Glidden Pathfinder for 1910
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